

# MARYLAND TAMS JOURNAL

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2661 Greenbriar Lane, Annapolis. MD. 21401

410-263-2053

stonedeyhle@verizon.net

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## NEW MD. TAMS MAILING ADDRESS

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MD TAMS JOURNAL is published four times a year by the Maryland Token and Medal Society, Inc., P. O. Box 805, , Rockville, MD 20848-0805. Meetings are held at various coin shows and conventions throughout the year. See information on future meetings elsewhere in this issue.

## MEMBERSHIP

REGULAR: Applicants must be at least 18 years of age and of good moral character.

JUNIOR: Applicants must be from 10 to 18 years of age and of good moral character. A parent or guardian MUST sign application.

ORGANIZATIONS: Interested clubs; societies; museums; research groups; etc., may apply for membership.

DUES: Dues for Regular, Junior and Organizational membership are \$10.00 per year. Life Membership \$200.

## MANUSCRIPTS

Manuscripts should be addressed to the Editor. Opinions expressed by the authors are their own and do not necessarily reflect those of the MD TAMS, its Editor or its Officers. MD TAMS JOURNAL reserves the Right to edit or reject any copy.

# SPRING GREETINGS

FROM THE OFFICERS AND DIRECTORS

MARYLAND TOKEN & MEDAL SOCIETY

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## 2014 CALENDAR OF EVENTS

29 MAR- WHITMAN COIN EXPO (CONVENTION CENTER)

28 JUN – WHITMAN COIN EXPO (CONVENTION CENTER)

04 OCT – SWAP MEET (GRACE UNITED METHODIST)

01 NOV- WHITMAN COIN EXPO (CONVENTION CENTER)

HAPPY COLLECTING!!



Orioles Park at Camden Yards - HDR

## PRESIDENT'S LETTER

I will start with some good news. As a matter of fact some very good news. The Maryland Token & Medal Society now has its own web site. This new tool is thanks to one of our members, Aaron Packard. Aaron freely volunteered his time to get our site up and running. This is very long overdue. We will discuss the web site and its future at the next meeting. Meanwhile, please visit our new site at: [www.mdtams.org](http://www.mdtams.org)

Now for some sad news. The Baltimore Area Numismatic Coalition (BANC) folded its tent after about twenty years of supporting Numismatics in the Baltimore and Maryland area. Three local clubs: the Baltimore Coin Club (BCC), the Catonsville Coin Club (CCC) and the Maryland Token and Medal Society (MD TAMS) got together in the early 1990's to form BANC. Separately, none of the three clubs had the resources to put on a local coin show. By combining their efforts and resources as BANC, they began to sponsor one day coin shows in the Baltimore area. These shows were held in several locations including the Owings Mills Fire Station hall, a hotel in Catonsville, with the final location being the Holiday Inn at Cromwell Bridge Road which had several subsequent name changes ending with the Best Western Hotel. During its existence, BANC was able to provide local collectors and dealers a venue to support our hobby and to provide some financial support to the three member clubs. The members of the three clubs provided the logistics support for the show by helping with hall set-up, manning the registration desk, and providing logistics help and security for the dealers.

When BANC first began operations, there were not many shows in either Baltimore or Maryland. As time proceeded, numerous shows sprung up and the market became saturated. With the rising costs of putting on the show three times a year, filling the hall with both dealers and customers, and advertising the shows became a challenge. The time devoted by the clubs and the poor, often negligible, financial return made this a frustrating and poor investment whose time has run its course. Therefore, the three member clubs decided to end the twenty plus year run of supporting the hobby. There are the three Whitman Coin and Currency Expos each year and a plethora of single day/weekend local shows to adequately replace BANC.

As BANC sails off into the sunset, it is necessary to thank several key players who played major roles in BANC's operation. Mr. Greg Ruby was the first BANC Director/Bourse Chairman who oversaw the start of BANC and its first several years of operation. After a short hiatus due to lack of a suitable venue, BANC relied on the generosity of Mr. Paul Finek who had a one-day show each month at Cromwell Bridge. Paul willingly negotiated with BANC to free up three months of his show schedule for BANC shows. Subsequently, Mr. Ed Craig was Director/Bourse Chair for the next eleven years followed by Mr. Joe Burford for two years, Mr. Bill Stratemeyer for two years and Mr. Alan Jefferson for the last two year term as Director/Bourse Chair. Each of these years saw BANC put on three shows. Thanks to the



various BANC Treasurers: Messrs. Bob Ruby, Karl Keller, Bill Stracmeyer and Ed Craig. Over the years, Mr. Bob Ruby and Mr. Bryce Doxzon handled media/advertising with an able assist from Mr. Carl Ostiguy. Many thanks go out to ALL the members of the three BANC member clubs who supported and worked at the shows, the collecting public and the local dealers from Maryland, Virginia, and Pennsylvania who provided much needed support to the BANC effort to underpin our common hobby and collecting interests. BANC's twenty plus year run would not have been possible without their help. As BANC dissolves, its member clubs wish to thank anyone involved during our existence. The local hobby and coin show infrastructure now has a strong enough foundation that the need for BANC has run its course. Thanks again and keep collecting!

In even sadder news, one of our regular, active members, Richard Kaminski, passed away. Rich frequently brought interesting "Show & Tell" items to club meetings. He set up some "away" meetings and was the impetus for our current project to design and produce a badge commemorating the Battle of Baltimore as part of the celebration of the 200<sup>th</sup> Anniversary of the War of 1812 and the local events (The Battle of North Point and Fort McHenry) in 1814 that were a very significant time in US history. Baltimore was paramount in safeguarding our still young country and saving it from British invasion and subsequent loss of our newly-won freedom.

## ***Help wanted***

The token shown below is a Baltimore token from a firm that at onetime was located in the downtown section of the city on Key Highway. Other than this information we know little of its origin, length of operation and what service's or products were associated with this firm.

Any history, facts, dates would be most welcome, please respond to your MDTAMS EDITOR through regular mail service or e-mail at [stonedyhle@verizon.net](mailto:stonedyhle@verizon.net) Or; Wallace Stone, 2661 Greenbriar Lane, Annapolis, MD. 21401

Baltimore Md. - Hercules Co. - tokens



## SIXTY YEAR OLD **MONTGOMERY COUNTY** TOKEN FOUND !!

BY: Paul Belschner

This token shown below was issued by the Montgomery County Government in the late 1950's or early 1960 as a county supplied token for obtaining a car or van wash at an authorized car wash facility . The car wash Company could submit the tokens to the County Comptroller's office for reimbursement on a monthly schedule. This plan applied to County authorized Vehicles only. During this time frame of the 1950's and 1960 the number of car wash facilities were not nearly as great at today's numerous large automatic car wash and detailing operations that one sees on driving around any suburban neighborhood in Montgomery County .

The token measures 30mm , is Round and Brass .



# The Johns Hopkins University Society of Scholars

Russ Sears

After purchasing the pictured medal, we went to the website of Johns Hopkins University and found the following information. Other than the size, etc., the quoted information comes directly from the website.



3" medal. About 5/16" thick. On edge: "c1989 MEDALLIC ART CO-DANBURY, CT. BRONZE"

A loop is attached at the top with a black and orange ribbon to allow it to be hung around the neck.

"The Society of Scholars was created on the recommendation of then president Milton S. Eisenhower and approved by the university board of trustees on May 1, 1967. The society -- the first of its kind in the nation -- inducts former postdoctoral fellows, postdoctoral degree recipients, house staff and junior or visiting faculty who have served at least a year at Johns Hopkins and thereafter gained marked distinction elsewhere in their fields of physical, biological, medical, social or engineering sciences or in the humanities and for whom at least five years have elapsed since their last Johns Hopkins affiliation. The Committee of the Johns Hopkins Society of Scholars, whose members are equally distributed among the academic divisions, elects a limited number of scholars from the candidates nominated by the academic divisions with postdoctoral programs. The scholars are invested at the time of Commencement or a similar occasion. At that time, they are presented with a certificate and a medallion on a black and gold ribbon to be worn with their academic robe. There are currently 595 members in the Johns Hopkins Society of Scholars. The following listing of the Society of Scholars members is accompanied by a short description of their accomplishments at the time of their election to the society.

**Lonnie S. Burnett**  
Nashville, Tennessee

Dr. Burnett is well-recognized for his contributions in gynecological oncology. He is beloved at Johns Hopkins as a major force in the School of Medicine's alumni organization and especially in launching the Howard Kelly Society for the Department of Gynecology and Obstetrics. As a gynecologic oncologist, he has published extensively on the use of chemotherapeutic agents for ovarian cancer and is the co-author of the 11th edition of the textbook Novak's Gynecology, which originated at Johns Hopkins. Dr. Burnett has received numerous awards, including the H. Graham Wait Jr. Memorial President's Award in recognition of outstanding research and education contributions in the field of gynecology/ obstetrics."



## **Baltimore Exonumia Quiz #6 - Transportation Related**

By: Russ Sears

1. The first American passenger railroad was incorporated in Baltimore. What was the name and the year of incorporation?
2. The cornerstone of the first railroad in Baltimore was laid on what date? What signer of the Declaration of Independence was present?
3. The Fair of the Iron Horse was held in what Baltimore area for what event?
4. Who designed the medal commemorating the Fair of the Iron Horse?
5. Who made the Tom Thumb?
6. Public transportation in the 1830's to 1850's was what vehicle?
7. In what year was the first passenger railway company in Baltimore? What was its name?
8. Gwynn Oak Park and Bay Shore Park were called trolley parks. Why?
9. The year was 1899 when the final consolidation of Baltimore's streetcar lines took place. What was the name of the new company?
10. What streetcar by route number and name would you have taken from Baltimore City to Bay Shore Park?
11. The combining of the streetcar company and the bus company took place in 1935, creating what new transportation company?
12. The bankruptcy of Baltimore's public transportation line happened and the MTA was created in what year?
13. Which streetcar line was the last to operate in Baltimore and what was the year?

## **Answers to Baltimore Exonumia Quiz #6**

1. The Baltimore and Ohio Railroad (B&O) was incorporated in Baltimore in 1827. The opening of the Erie Canal (opening travel between the Atlantic Ocean and the Great Lakes) threatened commerce headed west out of Baltimore. Also threatening was the proposed

Chesapeake and Ohio Canal. The leadership of Baltimore met, talked and decided on the new mode of transportation begun in England....railroad.

2. The cornerstone of the B&O Railroad was laid on July 4, 1828 in the Mount Clare area of Baltimore. Present was Charles Carroll of Carrollton, oldest surviving and only Catholic signer of the Declaration of Independence.

3. The Fair of the Iron Horse celebrated the 100th anniversary, Centenary, of the B&O Railroad. It was held in Halethorpe, Baltimore County. The year was 1927, just before the beginning of the Great Depression.

4. The medal commemorating the anniversary of the B&O Railroad was designed by Hans Schuler, famed artist and sculptor, and head of the Maryland Institute.

5. The famed Tom Thumb, early engine for the B&O Railroad was built by Peter Cooper. Cooper lived in Baltimore before moving to New York.

6. Before the beginning of street railways in Baltimore, the public transportation was the Omnibus.

7. The first passenger railway in Baltimore was the Baltimore City Passenger Railway which began in 1859, two years before the beginning of the Civil War.

8. Both parks were built by streetcar companies to promote and increase ridership on the Baltimore streetcar lines.

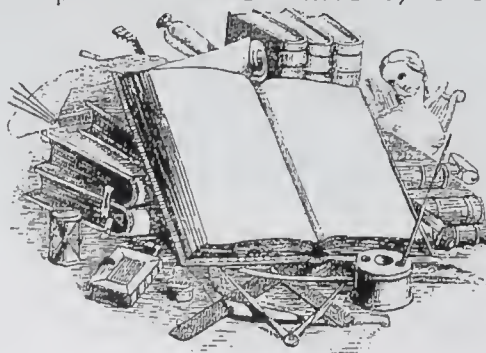
9. The United Railways and Electric Company combined the last of the Baltimore streetcar lines.

10. You took the Number 26, Red Rocket to Bay Shore Park.

11. When streetcars merged with busses, the Baltimore Transit Company was created. Most of us who grew up in Baltimore remember the BTC.

12. The BTC ended and the MTA (Mass Transit Administration) was created in 1972 as part of the State of Maryland government.

13. The last streetcar line to operate was the Number 8, Towson to Catonsville. The year... 1963.





# BALTIMORE'S PACKING INDUSTRY

## PART 4 by Jane Sears MD TAMS LM12

This series is about the men who made up Baltimore's Packing Industry. These reviews are about the many companies that engaged in the Packing Industry in Baltimore during the 1880's. Extracts from many old books printed over one hundred years ago (called Vanity books) will appear. Printed word for word as in the books including the artwork. There may be more than one biography for a company. These biographies will give an idea of who these men were, and the details about their company. Just remember when you read these articles; the original publication was talking in present tense, 130 years ago.

(Question: What is a Vanity book? - - - - Answer: Years ago, a person who wanted to appear important in the community would pay to be included in a book about leading citizens).

(Note: Before the address changes in 1886, what is shown here isn't valid because of the new number.)

### Thomas J. Myer

Thomas J. Myer, one of the pioneers of the oyster and fruit packing business in Baltimore, was born in this city, Nov. 23, 1820. His father was Thomas Myer, born in this city, March 21, 1788, and his mother was Anna Ringgold, born in Kent Island, Queen Anne Co., Md.

Thomas Myer, the father of the subject of this sketch, was the son of Jacob Myer and Mary Welsh. Jacob Myer was the son of John Jeremiah Mayer and Anne Schley, and was born in Frederick, Md. J. J. Mayer was one of the first settlers of that place, and came from Frankfort-on-the-Main. The original family name was Mayer, and John J. changed it to Myer. Mary Welsh was the daughter of Charles Welsh, of Baltimore, and was born in this city. Anna Ringgold, the mother of the subject of this sketch, was the daughter of Dr. Jacob Ringgold and Rebecca Kirby, of Kent Island, Md. Mrs. Myer is the daughter of William Shriver and Mary M. J. Owens, of Union Mills, Carroll Co., Md. She was born at Union Mills, Dec. 25, 1796, where she resided until her death, June 11, 1879. Her mother was the daughter of James Owens, of Baltimore, and was born in this city, Aug. 29, 1808, and is now living at the homestead at Union Mills.

Mr. Myers was educated at the best schools of the day, including the old City College, and commenced his business career at the age of seventeen in a grocery-house on Light Street wharf at a small salary, and after filling another situation without any better pecuniary return, determined to quit Baltimore and try his fortunes in the south. He arrived in Natchez, Miss., January 1840, without money, but was fortunate in obtaining immediately a situation in a cotton commission house. In 1843, having made some savings from his salary, he went to New Orleans, and started on his own account a grain business, in which he accumulated about \$4000, with which he returned to Baltimore in 1847, to be with his father, who died in 1848. He commenced with the brick business in Baltimore, and then tried the hardware, but both being very slow, and requiring close work to keep ahead, he began the oyster and fruit packing, in which he has been eminently successful. In religion, he is a Catholic, though his parents were Protestant Episcopalians. In politics, he is a democrat, but has never had any aspirations for office of any kind. He was one of the founders of the Metropolitan Savings Bank. He was married Jan 21, 1850, and his wife is yet living. They have had nine children, viz: Anna, married to F. S. Wilson, Jan 21, 1873, and died Dec. 19, 1873; William S., married to Mary J., daughter of D. J. Foley, April 26, 1881; Thomas R., Albert T., Mary J., Elizabeth, Constance, Robert J., and Anna, all of whom are living.

ESTABLISHED 1850.

THOS. J. MYER.

A. K. SHRIVER.

M. O. SHRIVER

THOS. J. MYER & CO.

Successors to BALDWIN & MYER,

**Oysters, Fruits, &c.**

No. 90 WEST FALLS AVENUE,

OPPOSITE PHILADELPHIA DEPOT,

BALTIMORE.



*Thos J. Myer*

From the book: "History of Baltimore City and County, Maryland"

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Thomas J. Myer & Co., Packer of Oysters, Fruits, etc, 90 West Falls Avenue. --- One of the most extensive, as well as the most meritorious houses engaged in this important Maryland industry, is that of Thomas J. Myer & Co., which was founded under the firm name and style of Baldwin & Myer, in 1850, and remained so until 1865, when the present style of firm was assumed. The house is probably one of the best known of the kind in the country, and the Maryland brand of goods which are produced here are used extensively not only in this country, but in all parts of the world, and are acknowledged by the connoisseurs of every nationality to be the best in the market. They make a specialty of the followings goods, viz: Selected peaches, of all varieties; peas, among their brands, the Pride of Maryland, have obtained the first rank in this country; early June's and white marrowfats, the standard of the country; lima and string beans; extra oysters for family use, which have a world-wide reputation. This firm are the proprietors of the Shriver's Patent Process kettle, which gives them unrivaled facilities for the production of superior brand of goods. The building devoted to the packing of can-goods business is four stories in height, measuring 75 x 200 feet in dimensions, and seven hundred hands find employment here during the busy season. The individual members of this firm are Thomas J. Myer, A. K. Shriver, M. O. Shriver and Albert T. Myer, all of whom are able and courteous business gentlemen. Their success is the outgrowth of



true merit, and it is in view of these facts that we tender them a place in this volume.

From the book: "Industries of Maryland - A Descriptive Review of the Manufacturing and Mercantile Industries of the City of Baltimore" by Richard Edwards 1881-82, Historical Publishing Company, Publishers, New York, Philadelphia and Baltimore, 1882. (Page 356)

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**Edward Renneburg**, Dealer in Hardware, Cutlery, and Mechanics' Tools, and Manufacturer of Canning-House Outfits, Iron Railings, etc., Nos. 319 and 321 Aliceanna Street --- Mr. Renneburg, who is a native of Germany, has been a resident in Baltimore for the past nineteen years. In 1876, he started his present enterprise, which has been attended by the most marked and encouraging success. The premises occupied for the business are very spacious and commodious. The store, No. 319, and which is 20 x 70 feet in dimensions, is utilized for the trade in hardware goods, and the adjoining premises, No. 321, and which are 20 x 80 feet in area, is used as a blacksmith's shop. The hardware department is very tastefully and appropriately fitted up, and is completely stocked with a splendid assortment of house furnishing hardware, cutlery, carpenters' and mechanics' tools of every description, etc. The vast variety of implements of utensils of every description for household use and other common purposes, which are classified under the term general hardware, is almost illimitable, and stores like that of Mr. Renneburg, which is replete with a vast stock, comprise an assortment that is unrivaled for quality and utility, and these goods are in daily request by the housekeeper. All kinds of blacksmith work is done promptly and neatly, and the establishment makes a specialty of the manufacture of canning-house outfits, iron railings, etc.

From the book: "Half-Century's Progress of the City of Baltimore" The City leading Manufacturers and Merchants by International Publishing Company, 102 Chambers Street, New York 1887 (Page 163)

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#### **William Numsen**

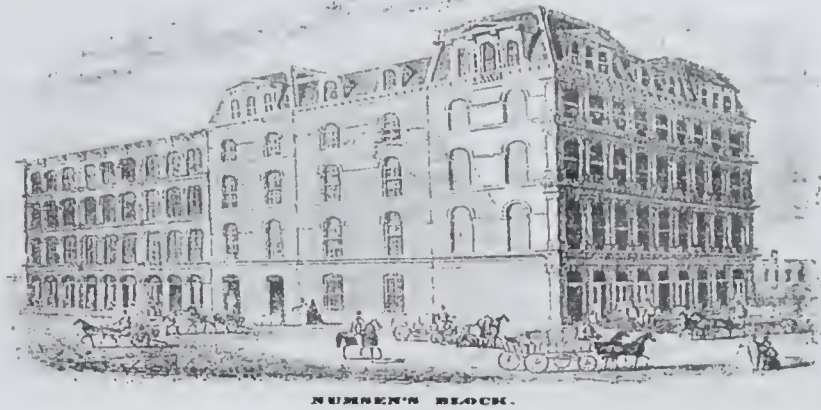
Numsen, William was born December 3, 1803, in the town of Dehmhorst, Dukedom of Oldenburg, Germany. His father, Peter Numsen, had been engaged in mercantile pursuits; but, being unsuccessful, and becoming involved in lawsuits, was at length reduced to actual want. His mother, Sophie, whose maiden name was Mendsen, then started for America with her infant child, and came to her brother, who was a Lutheran minister in Philadelphia. A year afterward, she was followed by her husband, who left William and a sister, two years older, to the care of their maternal grandfather. They had six children, three of whom were born in Germany, and three in this country. His parents were well connected, and of highly respected families in Germany. After the death of their grandfather, William and his sister fell into the hands of strangers, who resolved to make good profit by their labor. William constantly suffered from hunger, and was no better clad than fed. To rescue him from this condition, his grandmother induced a good Moravian sea captain to take the children to America. By night, they secretly escaped from their bondage, and, though pursued by the police, reached Bremen safely, after a good two hours' walk, and embarked in the "Diana." When within one hundred miles of the American coast, after a tedious voyage of twelve weeks, a violent storm arose. It became a perfect hurricane, and swept the vessel of its entire rigging, carrying away the mast, bowsprit, and rudder. The body of the ship itself was fast settling down into the sea, when a vessel from New York, bound to Amsterdam, came to their help, and rescued them. William, now a boy of twelve, who in the meantime had picked up the mere rudiments of an education at the village school, and who was just looking forward to a happy meeting with his parents, saw in this untoward calamity his bright hopes vanish. The ship bore them all to Holland, where they landed among strangers, many of them penniless. The Bremen consul furnished them a little money, and they set out from home, each with his bundle across his shoulder. With no one to guide him, William fell into a world course of life, and pursued it for some years. The death of a comrade, however, drowned while skating on Sunday during church service, which they neglected, made a deep impression on him, and led to a thorough reform. At the age of seventeen he left Bremen again, this time as a "redemption;" this is, to be sold for his passage-money on his arrival at Baltimore. Narrowly escaping shipwreck, he landed, and wrote to his mother. She was now a widow in Pennsylvania, and in very reduced circumstances, but obtaining money, she hastened to find her children, entering the town at midnight. Providentially, a watchman directed her to a German baker named Muth, in whose employ she found her son. After rejoicing together for a time they parted, she to return home, William to begin the battle of life in Baltimore. He became Mr. Muth's apprentice. Muth had no cause to regret it. Once, indeed, William's open practice of religion provoked his master, who ordered him to leave his place; but the virtuous young apprentice had not washed the flour and dough from his hands when Muth wisely recalled him. After finishing his apprenticeship, he worked for a time with another baker, and then set up in business on his own account. He rented a bakery and necessary tools at three dollars per month, and a friend went his security for three barrels of flour. His domestic arrangements were simple. He boarded himself and dispensed with a bed. But energy, courage, and uprightness insured his success. He soon had his mother, brothers, and American born sisters beneath his roof, sharing with him in his prosperity. After acquiring a competence in the baking business, he commenced that of pickling, preserving, and hermetically sealing. The trade, then a



novelty, rapidly developed and extended; and his establishment is now probably the largest in the United States, and its reputation as wide as the country, the cans with his labels being found on the shelves of dealers from Maine to California. Mr. Numsen commenced this business on Pratt Street, in 1847, on a small scale. It increased so rapidly that he soon after purchased a warehouse on Light street; and, in 1850 united with him his son-in-law, John F. Thomas, under the firm name of Numsen & Thomas. Soon afterward, they pulled down the old building, and erected the present extensive warehouse. In 1851, they connected the oyster canning business with that already established. In 1853, the firm was enlarged by the addition of Mr. Numsen's sons, John W. and N. G. In 1862, Mr. Thomas withdrew, and Mr. S. John Carroll became a partner, and the firm was known as Numsen, Carroll & Co. Mr. Carroll withdrew in May, 1868, when the firm name was changed to that which it has ever since borne, William Numsen & Sons, William N. Numsen, a third son, having been added. Their packinghouse, on Federal Hill, has a waterfront on two docks of one hundred and eighty feet, and is three hundred and twenty-five feet deep. The capacity of the house is thirty thousand cans daily. The three-story packinghouse on German Street, is used exclusively of pickles and vinegar manufacture, and is thirty-eight feet by one hundred and sixty-five. The firm have also an establishment at Easton, Talbot County, Maryland, for preserving peaches, which grow abundantly in that section. They have also a factory at York, Pennsylvania, for condensing milk and packing small fruits. They employ about four hundred persons in the fruit and oyster seasons. Their goods find a market all over the world. For several years the firm had a very successful branch house in Chicago, which was destroyed by the great fire, after which they built the first large iron front warehouse in that city. Latterly, however, that enterprise has been abandoned, the firm preferring to confine their business to this section, where they can personally have an oversight of it. As an evidence of the confidence reposed in Mr. Numsen by his brother merchants, it may be mentioned that at one period in his financial need, Messrs. E. L. Parker & Co., the extensive tin merchants on south Charles Street, lent Mr. Numsen, unsolicited by him, the sum of sixty thousand dollars at six per cent, and would take no collateral security. The confidence was not misplaced, every dollar was repaid. Mr. Numsen is the owner of a valuable and productive farm of five hundred and forty acres in Maryland, much of the vegetable product of which is canned by the firm. He became a member of the German Reformed Evangelical Church, on Conway Street, in 1841, founded by Rev. William Otterbein in 1774, with which he continued until 1841, when he assisted in organizing the present German Evangelical Association, of which Rev. J.P. Schnatz is the present pastor, and of which he has been an active member and liberal contributor ever since. He took sixteen thousand dollars of stock in the Carrollton Hotel, and has erected valuable buildings on his private account throughout the city, including a handsome block of six iron front warehouse opposite his store. He married Miss Mary Schneider, in 1823, daughter of Rev. John Schneider, third pastor of the Otterbein Church on Conway Street, who served the church faithfully for seven years. His married life was an unusually happy one. Had his wife lived one year longer they would have celebrated their golden wedding. Their union was crowned with fourteen children, five of whom are living. Mr. Numsen made a very pleasant trip to his birthplace in 1870. He found very few of the friends of his boyhood, and only one near relative. Being invited to attend one of their prayer meetings, he spoke to the pastor, after service, of the contrast between their meetings and those of his German brethren in America, when, after further interrogation, he was prevailed upon to promise to preach to the congregation on the following Sunday, which he did to overcrowded house. Mingled feelings of joy and sadness pressed upon him as he thought of his early poverty and oppression, and of wonderful dealings of God with him during his eventful life. He is a tall, genial, hearty man, unbroken either by early hardship or a life of steady application. He is still active at his post, respected by his townsmen, and worthy of the general esteem accorded to him.

From the book: "The Biographical Cyclopedia of Representative Men of Maryland and District of Columbia", Baltimore: National Biographical Publishing Company, 1879 (Page 229 and 230)

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**WM. NUMSEN & SONS,**  
**PRESERVERS, PICKLERS,**  
**OYSTER PACKERS, &c.**

Office, 18 Light Street,

Factories at Jackson St., Federal Hill, and German St., near Green St.

**WM. NUMSEN,  
 J. W. NUMSEN,  
 N. O. NUMSEN,  
 WM. N. NUMSEN.**

**BALTIMORE.**

This ad from "The Monumental City - Its Past History and Present Resources" by George W. Howard 1873 J. D. Ehlers & Co. engravers and Steam Book Prints, 287 Second St. (Page 103)

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**Geo. W. Orem, Jr.,** Packer of the Famous Model IXL Brand Oysters and Shipper of Fresh Fish, Melons, etc., corner West and Jackson Streets. --- An important factor in the oyster and fruit trade of Baltimore is the widely known and popular house of Mr. Geo. W. Orem, Jr, whose office and packing houses are located at corner West and Jackson Streets. This business was established in 1877 by the present proprietary, who has acquired an enviable reputation in all sections of the United States, owing to the uniform good quality and excellence of his famous model IXL brand oysters, which are general favorites with the trade and public. The factory is a commodious two-story building 100 x 300 feet in dimensions, fully supplied with every appliance and convenience know to the trade. Seventy-five experienced operatives are employed, who turn out two thousand five hundred gallons of superior oysters daily. Mr. Orem likewise ships largely fresh fish, melons, vegetables, produce, etc. He has an extensive and influential connection with producers throughout the best sections of the country. The prices of all goods dealt in by Mr. Orem are always regulated by the market. Only the finest classes of oysters, fruit, and vegetables are handled, and in all matters, relating to the shipping trade the proprietor is prepared to transact business after the most approved modern methods. Mr. Orem is a native of Baltimore and a popular member of the A. O. U. W. The experience in Baltimore commerce, which Mr. Orem possesses, gives him peculiar advantages, while his high character is a sufficient assurance that all orders will receive faithful attention.

From the book: "Half-Century's Progress of the City of Baltimore" The City leading Manufacturers and Merchants by International Publishing Company, 102 Chambers Street, New York 1887 (Page 147)

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**J. L. Rowland,** Canned Goods, No. 97 West Baltimore Street. --- The house of J. L. Rowland, broker in canned goods and foreign and domestic dried fruits, has for twelve years past occupied a prominent position among the best houses of the kind in Baltimore. Both in canned goods and dried fruit the house does a large trade with the west and also with New York and other eastern points. He also represents the Red Cross packing Co., of San Francisco, one of the leading establishments of the Pacific coast. Mr. Rowland, although still a young man, has in the course of his twelve years of business experience as the head of a commercial house, displayed such business tact and energy as to give promise of long continued prosperity to his efforts. His trade is already extended over a wide extent of territory, and he possesses in an eminent degree the respect and confidence of the business community.



From the book: "Industries of Maryland - A Descriptive Review of the Manufacturing and Mercantile Industries of the City of Baltimore" by Richard Edwards 1881-82, Historical Publishing Company, Publishers, New York, Philadelphia and Baltimore, 1882. (Page 334)

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**R. A. Sanford, Oyster Packer and Shipper of Fresh Fish, Fruits, Vegetables, Melons, Etc., No. 5 Lee Street Wharf.** - - - Mr. R. A. Sanford first established business in 1868 on Camden Street, and though since that time he has made several changes in location, it has always been necessary in order to meet the demands of a growing trade. The building now occupied measures 40 x 100 feet in dimensions, a part of which is two stories in height, and during busy season one hundred hands are employed. The oysters from this establishment are of an excellent quality, the greatest care being exercised in their preparation as regards cleanliness, and are known to the trade as the Big S brand. During the summer season Mr. Sanford is an extensive shipper of fresh fish, fruits, melons, vegetables, etc., and in both lines, his trade stretches throughout the United States. He is a courteous and obliging gentleman, and those placing orders in his hands may be assured of receiving the highest satisfaction.

From the book: "Industries of Maryland - A Descriptive Review of the Manufacturing and Mercantile Industries of the City of Baltimore" by Richard Edwards 1881-82, Historical Publishing Company, Publishers, New York, Philadelphia and Baltimore, 1882. (Page 248)

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**Scott Manufacturing Company, of Baltimore City, Office 67 German Street.** - - - The recent revival of the business affairs of the whole country and the restored confidence in the business world has probably been felt to a greater degree in Baltimore than any other city in the Union, and as an industrial city her growth is rapid and substantial. Scarcely a month is allowed to elapse that does not witness within her borders the birth of some new, extensive and important industry, and taking her facilities into consideration this fact can not be made a cause for wonder, for aside from the inducements offered by the municipal government her geographical position is eminently suited to give a wide range to energy and ability when applied in the right direction. The Scott Manufacturing Company of Baltimore city has been organized, and have purchased from Messrs. R. P. Scott & Co., of Newark, N. J., where the industry was formerly located, all their tools, machinery, etc., together with their patents for many useful and desirable hardware specialties. The office of the company is located at No. 67 German Street, and the factory, which is an extensive building, is situated on Hamburg Street, near Light, where with largely increased facilities they will continue the manufacture of Scott's specialties in hardware, which consists of Scott's rotary knife peach parier, Gold Medal apple pearer, Scott's ice scrapers, Monroe melting ladles, egg beaters and other specialties of equal usefulness. These goods already have a wide reputation for their excellence, and from the fact that Mr. R. P. Scott has been induced to come to this city and personally superintend the manufacturing department, the public may feel assured that the high standard up to which these goods have always been kept will be strictly maintained.

From the book: "Industries of Maryland - A Descriptive Review of the Manufacturing and Mercantile Industries of the City of Baltimore" by Richard Edwards 1881-82, Historical Publishing Company, Publishers, New York, Philadelphia and Baltimore, 1882. (Page 247)

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**Platt, Landy Beach,** a prominent Oyster and Fruit Packer of Baltimore, was born in 1812, at Milford, Connecticut, and is a descendent of one of the old puritan families. Mr. Platt first entered into the oyster trade in the year 1846, at New York City, receiving his oysters from the waters of New Haven Harbor. In 1849 he moved to Chicago, and established himself in business there at the corner of Clark and South Water Streets, receiving his oysters part of the route by stage, railroads not connecting through, and from thence to Milwaukee by sledge, trips only being made from Chicago to Milwaukee during the winter season. In 1852 he made Buffalo his distrusting point, on account of that city having railroads and superior lake communications to the West and Southwest at that time. In 1858, the trade having so greatly increased that the supply from New Haven waters became nearly exhausted, he was compelled to find other sources of supply, and therefore went to Seafood, Delaware, at the head of navigation of the Nanticoke, the then famous river for oysters. In the year 1864, he removed to Baltimore City, and added to the fresh oyster business that of canning fruits and vegetables, as well as oysters hermetically sealed, which find a market in all parts of the world. Mr. Platt has continued in business in Baltimore since that time, and has succeeded in building up a very large trade, being recognized throughout the country as one of the pioneers and leaders in the oyster trade. His son, Mr. H. S. Platt, is associated with him in business.

From the book: "Industries of Maryland - A Descriptive Review of the Manufacturing and Mercantile Industries of the City of Baltimore" by Richard Edwards 1881-82, Historical Publishing Company, Publishers, New York, Philadelphia and Baltimore, 1882. (Page 254)



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Platt & Co., Oysters Packers, Platt's Wharf. - - - The house of Mr. Platt & Co. ranks among the foremost establishment in this line in Baltimore. Their business covers the whole range of oyster, fruit and vegetable packing, and their goods are sold in every quarter of the civilized world. They are standard articles in all the markets of England, France, Germany, British America and the United States. The transactions of this firm are enormous and constitute an important element in the packing trade of the United States. Messrs. Platt & Co. are packers of the famous Tiger brand of raw oysters, which have been favorites of long standing with epicures all over the country. The Tiger brand of oysters has no superior among the many fine brands for which Baltimore is famous. They are selected with the greatest care, and are unsurpassed for size and flavor. Platt & Co.' establishment, on Platt's Wharf, is one of the largest and most complete packinghouses in the city, and in season give employment to over five hundred hands. They do an immense trade in cove oysters, large quantities of which are exported to foreign markets. One of the features of this reliable firm is that all their goods are as represented, which accounts for the high reputation they enjoy, both in foreign countries as well as all portions of the United States.

From the book: "Industries of Maryland - A Descriptive Review of the Manufacturing and Mercantile Industries of the City of Baltimore" by Richard Edwards 1881-82, Historical Publishing Company, Publishers, New York, Philadelphia and Baltimore, 1882. (Page 253)

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#### Platt & Co.

Among the packers of oysters, fruits, and vegetables is the house of Platt & Co., the head of which is Sandy Beach Platt, who was born in Milford, New Haven Co., Conn., Sept. 6, 1812. He is the son of Elanson Platt, born in Milford, Conn., in 1790. His mother was Betsy Ward Beach, born in Milford, Conn., in 1791. His grandfather, Isaac Platt, resided in Milford, Conn., and was noted for his active interest in town, State, and national affairs. On the maternal side, Mr. Platt's grandfather was a farmer. His great-grandfather, for whom he was named, belonged to the coast guard during the war of the Revolution, and had a record of many daring exploits, although he was then sixty years of age. He lived to the age of ninety-seven years. Mr. Platt married Harriet Hemmingway, who was born in East Haven, Conn. Her ancestors landed in New England with Bradford's colony. Mr. Platt was educated at the public schools of his native State; and is a Congregationalist in religion, in politics was an Old-Line Whig. He served as quartermaster on the regimental staff of the Second Regiment of the Connecticut militia in 1835, 1836, and 1837. Mr. Platt was educated as an architect and builder, in which business he continued until 1848. He then commenced his present business, oyster and fruit packing. He first engaged in the business in New York. In 1849, he removed to Chicago, and established himself in business there at the corner of Clark and South Waters Streets, receiving his oyster's part of the route by stage, the railroads not then connecting, and by sledges to Milwaukee, trips only being made in the winter season. In 1852, he made Buffalo, N. Y., his distributing-point, on account of railroad facilities and lake communications to the West and Southwest. In 1858, the trade having increased to such an extent that the supply began to fail from New Haven waters, he was compelled to seek a better source of supply, and went to Seaford, Del., at the head of navigation of the Nanticoke, then famous for oysters.

In 1864, he moved to Baltimore City to avail himself of the fine oysters of the Chesapeake, and added to the fresh oyster business that of canning fruits and vegetables, as well as oysters hermetically sealed, which found a ready market in all parts of the world. Mr. Platt has continued in the business in Baltimore in connection with his two sons, H. S. Platt, who is now president of the Union Oyster Company, of Baltimore, and William S. Platt, who manages the business of Platt & Co., and has succeeded in building up a large trade, his brands being familiar to the entire trade. Mr. Platt's eldest son, L. B. Platt, Jr., is a minister in the Congregational Church. Another son, James B. Platt, who was connected with his father in business and was well known in Baltimore and other cities, died in 1873. He has two daughters, Harriet M. Platt and Jennie E. Platt.



From the book 'History of Baltimore City and County, Maryland' (Page 394 and 395)

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**Shriver Brothers**, Commission Merchants, No. 62 South Street. - - - The facilities offered by Baltimore for the commission business by her numerous and far reaching lines of transportation, and her continuity to the great producing regions of the country have been the means of creating large and influential establishments devoted to this useful branch of industry. Prominent among the members is the commission house of Shriver Brothers, at No. 62 South Street, which was established in 1857, and in a short while rose to prominence and importance in the trade. The headquarters of this firm were on Baltimore Street until the year 1869, when they removed to their present location, where they funded a building much better adapted to their trade and offering more facilities for the handling of goods. It is four stories high, and has a front of thirty with a depth of one hundred and fifty feet. They house deals in flour, grain and produce from all parts of the country. The selling trade lies in the city, where there is a large and increasing patronage, and large quantities of merchandise are annual exported to Germany. Mr. Harvey Shriver is the sole manager of the concern.

From the book: "Industries of Maryland - A Descriptive Review of the Manufacturing and Mercantile Industries of the City of Baltimore" by Richard Edwards 1881-82, Historical Publishing Company, Publishers, New York, Philadelphia and Baltimore, 1882. (Page 309)

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**Stansbury, James E.**, was born in Baltimore County, Maryland, August 24, 1828. His ancestors for several generations were native of Maryland, well known and highly respected. His grand uncle, Jacob Stansbury, did a large wholesale dry goods business, in the early history of Baltimore, on Bridge Street, now called Gay Street. His father, Jacob Stansbury, and six of his brothers, were all soldiers, and some of them officers, in the war of 1812. One of these brothers, Colonel Elijah Stansbury, still living, in the eighty-seventh year of his age, was, in 1848, elected Mayor of Baltimore, and



served his term with honor and the approval of his fellow citizens. One of his uncle, on his mother's side, D. A. H. Lemmon, served as a surgeon in the army of 1812. His mother was Margaret G., daughter of George Lemmon, Sr. of Harford County, who was largely engaged in the tanning business, and was noted for his superior production in that line. Mr. Stansbury received his early education chiefly in the county schools. Until his seventieth year, he helped his father on the farm, exhibiting remarkable energy and tact. He then went to Baltimore and served as a clerk and salesman for three years, in the clothing house of George Presstman, at the end of which time he and Captain Robert M. Bean bought out Mr. Presstman's interest, and began business on their own account. This partnership continued for three years, when Mr. Stansbury purchased Mr. Bean's interest, and successfully conducted the business alone for fifteen years. In 1854, Mr. Stansbury bought the right of Dave's patent brick machine, for three-fourths of the United States. This machine tempered the clay and molded the bricks at one operation. This purchased proved a great success for a time; but it at last failed, owing to the breaking out of a Civil War. About 1865, Mr. Stansbury sold out of his clothing business, and began that of oyster and fruit packing, in which he has since continued. This business proving a success, he has added to his buildings, as necessity required, until they had reach immense proportions. The space actually covered by them embraces a superficial area of fifteen thousand seven hundred square feet. The factories are four in number, one four stories high, and the other two and three stories. The main building is forty by one hundred feet, and is fitted up with all the new and improved arrangements; the other three buildings are each one hundred by thirty feet. This property all belongs to Mr. Stansbury, and is admirably situated for his business, having excellent wharfage and railroad track in close proximity. About three hundred hands are usually employed, but in busy season, the number is largely increased. The trade of this house extends in every direction, all over the United States. Mr. J. B. Stansbury, son of the principal, represents the house abroad. There is an increasing demand for its goods in Europe. Mr. Stansbury is President of the Red "C" Oil Manufacturing Company of Baltimore. He is a member of the Protestant Episcopal Church... He married Attia L., daughter of Captain John W. Sword, September 16, 1851. She died December 16, 1865. In 1868, he married Martha J., daughter of George Lemmon, Jr., of Harford County. They have five children living, two sons and three daughters.

From the book: "The Biographical Cyclopedia of Representative Men of Maryland and District of Columbia", Baltimore: National Biographical Publishing Company, 1879 (Page 181 and 182)

#### James E. Stansbury, Oyster and Fruit Packer.

The extensive Packing House of James E. Stansbury at Canton, partially represented on page 104, displays the results of his industrial enterprise, and the growth for the Oyster and Fruit Packing business in Baltimore. The nature and extent of this branch of trade we have described on page 1010.

Mr. Stansbury is a native of Baltimore County, belonging to a family closely identified with the history and society of Baltimore. His granduncle, Jacob Stansbury, was a prominent wholesale dry goods merchant, located on Bridge, near Gay Street, for many years.

His father, Jacob Stansbury, and six brothers, were soldiers and officers in the war of 1812, engaged actively in the defense of Baltimore. One of the brothers, Elijah Stansbury, now living at an advanced age, was elected Mayor of the city 1848, and served with great acceptability.

JAMES E. STANSBURY lived and labored on his father's farm until he was seventeen years old. He then came to Baltimore, served as clerk in the Clothing House of George Presstman. With Robert M. Bean, he bought the business of Mr. Presstman, and they conducted it for three years, when Mr. Stansbury purchased Mr. Bean's interest, and continued the House alone for fifteen years. During this time he steadily advanced, making and investing money, and establishing the character and credit of the successful merchant. In 1854, he bought the Patent Right of DANE'S PATENT BRICK MACHINE, which succeeded for a considerable time. In 1865, his attention having been directed to the *oyster packing* business, he sold his clothing house, and launched out in this department. Though the competition was large and powerful, he rapidly progressed, and by sending out the best goods to all parts of the country, created a demand for his brands. From time to time, he was compelled to enlarge and add to his Packing House, and now he has four large buildings, giving employment to sever hundred hands.

Mr. Stansbury packs the finest oyster of each grade, and all kinds of *fruits and vegetables* of various brand names. He makes a specialty of his "PIONEER BRAND" of oysters.

He has every facility for receiving, packing and shipping, his Packing House being on the Waters of Canton Harbor, and continuous to the Philadelphia, Wilmington and Baltimore Rail Road.

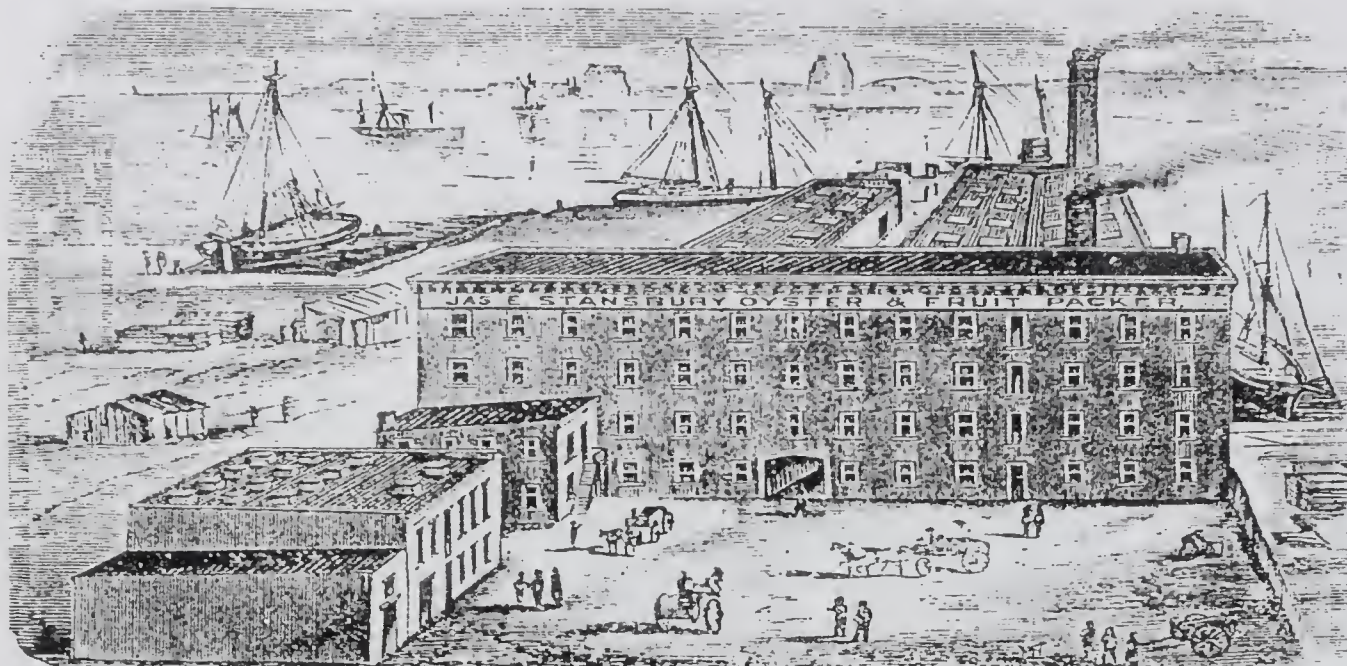
Mr. Stansbury is President of the Red C Oil Company of Baltimore, and is active in the other directions, encouraging commercial activity. He has an important Brand House in Chicago, No. 274 South Water Street. His son, John B. Stansbury, represents the House abroad.

No other interest is more important to, and distinctively characteristic of Baltimore, than the Oyster and Fruit Packing. Mr. Stansbury has been among the foremost in developing and extending it, and has given us celebrity in foreign countries as well as at home, for superiority in canned goods, on which the world has become greatly dependent.

Besides bringing to Baltimore an extensive trade, he gives employment to hundreds of industrial people, and keeps

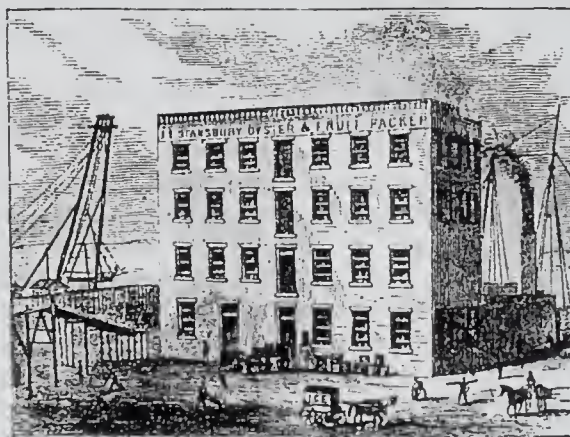


a large capital constantly engaged in his own and other industries. The value of such men cannot be easily estimated.



From the book: "The Monumental City its Past History and Present Resources" by George W. Howard, 1873  
J. D. Ehlers & Co., Engravers and Steam Book Prints, 287 Second St. (Pages 801 and 802)

**JAMES E. STANSBURY,  
OYSTER, FRUIT AND VEGETABLE PACKER,**



**AND SHELL-LIME KILNS,**  
Atlantic Wharf, near Boston Street, Canton, **BALTIMORE.**

This ad from "The Monumental City - Its Past History and Present Resources" by George W. Howard 1873 J. D. Ehlers & Co. engravers and Steam Book Prints, 287 Second St. (page 104)

**J. C. MAHONEY & CO.**

**J. C. MAHONY & CO.**  
**OYSTER AND FRUIT PACKERS,**  
 MAHONY'S WHARF, CANTON,  
 Baltimore.

This ad from "The Monumental City - Its Past History and Present Resources" by George W. Howard 1873 J. D. Ehlers & Co. engravers and Steam Book Prints, 287 Second St. (page 105)

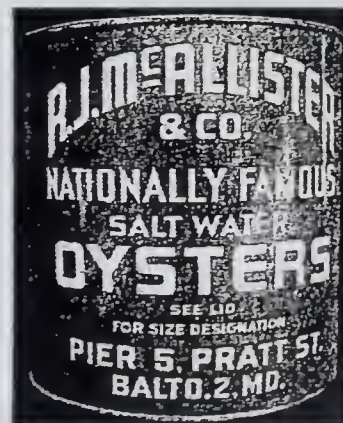
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Tyler & Luck, Oyster Commission Merchants, 336 Aliceanna Street. - - - We have given in another part of this book the most reliable statistics obtainable in regard to the extent and importance of the oyster industry, and in making mention of the most prominent firms engaged in that business, we feel like devoting more space than is usually accorded, to the firm of Tyler & Luck. This firm is yet young, dating its inception from October, 1881, but in view of the enterprise and ability that has been manifested in the transaction of their business affairs; they cannot be ranked second to any similar firm in the city. Their office, located at No. 336 Aliceanna Street, is 15 x 20 feet in size, and if the reader has, any business to transact in this line these gentlemen will be found both courteous and reliable. T. F. Tyler and B. H. Luck constitute the firm, and though their business career has been short, they are rapidly rising to a leading position. They are both natives of this city. Mr. M. A. Todd is also a member of the firm, and has been connected since the firm was established. He is also a native of Baltimore.

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From the book: "Industries of Maryland - A Descriptive Review of the Manufacturing and Mercantile Industries of the City of Baltimore" by Richard Edwards 1881-82, Historical Publishing Company, Publishers, New York, Philadelphia and Baltimore, 1882. (Page 235)

*R. J. McAllister Gallon*  
*Oyster Tin Can*  
*from Pier 5, Pratt St. in*  
*Baltimore, MD.*





# MARYLAND TOKEN AND MEDAL SOCIETY, INC.

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